are being given to Jammu & Kashmir from the Northern Grid and other sources over and above its share.

(b) The State has been requesting for an assistance of 0.5 million units from the Central Government to bridge the gap between demand and availability.

पुष्प विहार से दिल्ली परिवहन निगम के रूट

192. **श्रीमती उषा मल्होत्रा** : क्या **नौवहन और परिवहन** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली परिवहन निगम प्रातः भीड़-भाड़ के समय सरकारी कालोनी पुष्प विहार, सैक्टर III, नई दिल्ली से प्लाजा तथा रामा कृष्णा पुरम् स्थित कार्यालयों के यात्रियों की सुविधार्थ रूट नं० 522 और 680 के जो विशेष फेरे चला रहा है किन्तु केन्द्रीय सचिवालय के निकटवर्ती अनेकों कार्यालयों में कार्य करने वाले कर्मचारियों के हितार्थ रूट नं० 526 तथा 581 के विशेष फेरों पर बसें नहीं चला रहा है;

(ख) क्या यह भी सच है कि दिल्ली परिवहन निगम ने 30 मई, 1984 को एक सर्वेक्षण किया था तथा पुष्प विहार, सैक्टर III से केन्द्रीय सचिवालय टर्मिनल तक सुबह के समय विशेष फेरा लगवाने का प्रस्ताव स्वीकृत कर लिया था; और

(ग) यदि हां, तो सरकार पुष्प विहार सैक्टर III से केन्द्रीय सचिवालय टर्मिनल तक के लिए विशेष फेरे कब से चलाये जाने का विचार रखती है, यदि नहीं, तो उसके क्या कारण हैं ?

नौवहन और परिवहन मंत्रालय के राज्य मंत्री (श्री जैड० आर० अन्सारी) : (क) चूंकि पुष्प विहार सैक्टर-III में रहने वाले सरकारी कर्मचारियों के लिए वहां से केन्द्रीय सचिवालय के लिए रूट संख्या 526 और 581 की मौजूदा सेवाएं पर्याप्त है अतः पुष्प विहार सैक्टर-III से केन्द्रीय सचिवालय के लिए विशेष सेवा की व्यवस्था करने की आवश्यकता नहीं हुई है।

(ख) और (ग) पुष्प विहार में बस सेवाओं की वास्तविक आवश्यकता का पता लगाने के बारे में 25-5-1984 को सर्वेक्षण किया गया था। इस सर्वेक्षण से यह पता चला कि केन्द्रीय सचिवालय के लिए नियत सेवाएं और सैक्टर III से होकर गुजरने वाली पहले से ही उपलब्ध सेवाएं यहां की वास्तविक आवश्यकताओं से अधिक है और किसी भी अतिरिक्त रूट के चलाने की जरूरत नहीं है।

Exchange of fire between Pakistani and Indian troops in Jammu and Kashmir

193. SHRI DHARAM CHANDER PRASHANT: Will the Minister of DEFENCE be pleased to state what is the number of incidents of exchange of fire between the Pakistani and Indian troops in different sectors in Jammu and Kashmir during the year 1984-85 and the number of casualties suffered as a result thereof?

THE MINISTER OF DEFENCE (SHRI P V. NARASIMHA RAO): There have been some cases of exchange of fire between Indian and Pakistani troops in Jammu and Kashmir. These incidents have resulted in casualties on both sides.

It would not be desirable to disclose details.

Missing cargo ships

194. SHRI AMARPROSAD CHAKRABORTY:
SHRI S. W. DHABE:
SHRI GAYA CHAND BHUYAN:
SHRI M. KALYANASUNDARAM:

Will the Minister of SHIPPING **AND TRANSPORT be pleased to** state

(a) whether it is a fact that two Indian cargo ships namely 'M. V.

Nitya Nanak and M. V. Nitya Ram' are missing since June 21. 1985 in the Bay of Bengal or ninety miles north of Sri Lanka's east coast;

(b) if so, what are the details in this regard and what are the names of companies which now the ships;

(c) what is the number of crew on board the ships and what was the nature and quantity of cargo these ships were carrying; and

(d) what efforts have been made to locate the ships?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) Yes.

(b) The two ships are owned by Maini Shipping Company Private Ltd. M. V. 'Nitya Nanak' was on a voyage from Kandla to Calcutta. When the vessel did not reach Calcutta on the scheduled date *i. e.* 26-6-1985, the owners informed the Principal Officer, Mercantile Marine Department, Madras on the same day.

M. V. 'Nitya Ram' left Calcutta for Tuticorin on 17-6-1985. When this vessel did not arrive at Tuticorin on the scheduled date *i. e.* on 25-6-1985. the owners of the vessel informed the PO, MMD, Madras on 26-6-1985.

(c) There were 23 crew members on board M.V. 'Nitya Nanak' and 21 crew members on board 'Nitya Ram'. 'Nitya Nanak' was carrying a cargo of 5440 tons of salt and M. V. 'Nitya Ram' was carying 5182 tons of coal.

(d) On receipt of information that these ships were missing, vessels of the Indin Navy and Coast Guard were pressed into search operations. The services of air wing of the Navy were also utilised. The search and rescue operations have, however, not been able to trace these vessels.

637RS—4

Irrigation Projects in Maharashtra

195. SHRI S. W. DHABE:
SHRI ASHWANI KUMAR:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) what is the number of major irrigation projects at present under execution in Maharashtra;

(b) which are the projects in Vidarbha and Marathwara area of the state;

(c) when the Irrigation projects were approved and at what cost;

(d) when the work on these projects actually commenced and what is the progress made so far;

(e) what is the present estimated cost and reasons for delay in the work of projects; and

(f) how many major irrigation prcjects from Maharashtra are still under consideration and since when?

THE MINISTER OF IRRIGATION AND POWER (SHRI B. SHANKARANAND): (a) to (d) The requisite information is given in the enclosed Statement.

(e) The requisite information is given in the Statement. The main reasons among others for delay in the work of projects are:—

1. Proliferation of projects resulting in inadequate financial, marginal material and technical resources available to the.

2. Inadequate investigation of projects.

3. Land acquisition problems.

4. Non-availability in required quantities of materials like cement, steel, explosives, machinery etc.

5. Lack of construction planning and monitoring.

(f) 22 major irrigation projects received during the period February, 1979 to March, 1985 are at various stages of examination in the Central Water Commission.